

COUNTRY Germany (Soviet Zone)

REPORT NO.

TOPIC Soviet Tank Repair Shop at Wuenstorf

EVALUATION see below

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DATE OF CONTENT 16 March to 21 April 1952

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DATE PREPARED 26 June 1952

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

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1. On 24 March 1952, source determined that the Soviet personnel of the tank testing station at Kummersdorf and the German workers had been transferred to Wuenstorf. A new tank repair shop had been established on the premises of the former Fifth Panzerregiment Kaserne, Wuenstorf. The plant extended about 1,500 meters toward the east along the Zossen-Baruth road and had a depth of about 500 meters. Some of the roads were still under construction. The machine park was still incomplete. All tools and equipment were new and of German make. There were about 400 German workers and the number was allegedly to be doubled. No German personnel was permitted to enter the workshops occupied by tanks. The Soviet soldiers were trained in disassembling and assembling. Major Murzakov (fnu) was one of the Soviet key engineers. Fensek (fnu) and Fabian (fnu) were the names of two leading German engineers.

2. During the period from mid to late March, source determined that all assembling cranes in the Soviet tank repair shop in the former Panzer Kaserne, Wuenstorf, were rebuilt so that they had a 30-ton capacity or were exchanged against such cranes. The first 30-ton crane was installed in Workshop 56 on 29 March 1952. Although cranes were urgently needed, more could not yet be completed due to the shortage of material. According to the special construction bureau, the next cranes will be completed by mid-April 1952. It was said that the 30-ton cranes were needed for the intended repair and assembly of heavy tanks. The motors for the new cranes arrived from Saxony on 16 March. At that time, there

3. Between late March and mid-April 1952, source determined that a Soviet tank repair shop for T-34 tanks was established in Buildings 51 A through 75 of the former Panzertruppen Schule, Wuenstorf. From 25 to 27 T-34 tanks which were in the process of being repaired were observed several times. Armored scout cars and motorcycles were also repaired there. The installation was operated by about 200 troops, some of whom wore tank insignia. German specialists were employed in all repair shops except for Workshop 56.

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4. The following details were determined during the period of observation:

23 March Fifteen to 20 tanks, 30 to 40 sidecar motorcycles and 10 2-axle armored scout cars were under repair in Workshop No 56.

3 April

18 April

19 April Workshop 59 is used as storeroom for T-34 bogie wheels. Ten to 15 track-laying vehicles of undetermined type were seen for the first time in Workshop 58. Twenty tank engines, 30 to 40 complete motor vehicle tires, about 300 rims, tubes, covers and other material were in Workshop 63.

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5. Source made the following observations on the methods and location of work: Disassembly of tank main parts in Workshop 56 where the tanks were moved from the parking lot west of the workshop; removal of turret by means of a crane mounted on a track-laying vehicle; the main parts were sent to the individual repair sections; removal of the entire interior equipment including the electric devices from the tank; spray painting of tank hull; assembly of main parts in Workshop 56; test-drive with chassis in front of the workshop; assembly of the turret; test drives in the terrain north of the repair plant. At the time of observation, cranes and travelling trolleys were installed in Workshop 55. An area of about 40 x 70 meters in front of this workshop was provided with a concrete layer.

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7. Work orders by the repair shop administration in Building 74 bore the inscription C/4 n.n. 6/465. The head of the repair plant, a colonel, who had been ordered to Moscow in early March 1952, returned on 4 April 1952.

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8. On 17, 19 and 21 April, one train each of 15 boxcars was shunted on the spur track to the Panzertruppen Schule, Wuensdorf. Two trains included cars marked by yellow flags. An acquaintance of source stated that tubes about 1 meter long, 20 cm in diameter at the lower end and 15 cm in diameter at the upper end were turned on a progressive assembly line. *

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* [] Comment. It is known that, at the beginning of 1952, one of the two tank repair plants of the Third Gds Mecz Army, [] was transferred from Kammersdorf to the former Panzer Schule in Wuensdorf. Part of the motor vehicle repair shop or the entire repair shop, [] in Kirchmoeser also moved to Wuensdorf. A large high-capacity tank and motor vehicle repair plant of the Third Gds Mecz Army is now carried in Wuensdorf. The numbered plant buildings were keyed to a sketch forwarded previously. [] The new Workshop 51 A is situated between Workshops 51 and 52 and is of the same size as Workshop 51. Workshop 55 A is also a new building and is situated beyond Workshop 55 in a right angle to the latter shop. Major Murzakov (fnu) is reported for the first time as are the names of the German engineers. Most of the vehicles belong to the GOFU and, some, to the Third Gds Mecz Army.

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